

SOVEREIGNS CHUCKLE OVER VAUDEVILLE ACTS

Thousands Jam Palace Music
Hall in London for Com-
mand Performance.

ROYALTY O. K.'S VARIETY

First Official Recognition—
People in Line at 1 A. M.
Waiting for Seats.

Special Cable Dispatch to The Sun.
LONDON, July 1.—The variety stage and its long awaited uplift to-night when King George and Queen Mary witnessed the command performance of vaudeville at the Palace Music Hall. Their Majesties were accompanied by many royal personages, the party including Princess Victoria, Princess Christian, Princess Victoria of Schleswig-Holstein, Princess Henry of Battenberg, the Duke and Duchess of Teck and Prince Alexander of Teck.

The theatre was jammed to the roof. The aisles and the lower part of the house were packed with women in décolleté gowns and men in swallowtails in a way that New York firemen never would tolerate. The galleries were a dense mass of men in kungie suits and women in high necks, many of whom had waited from 1 o'clock this morning to get good seats—or to get seats of any kind.

A crowd of at least a thousand hung around the theatre from 6 o'clock this afternoon until midnight just to get a bare glimpse of their Majesties, who were loudly cheered both outside and inside the theatre.

The house was enchantingly decorated with festoons and rosettes of roses. The parapets of the boxes were gardens of exquisite blooms in which 300,000 blossoms are said to have been used at a cost of \$15,000.

The parquet seats sold as high as ten guineas and even standing room brought as much as a guinea. The proceeds, which were huge, will go to the Music Hall Benevolent Fund by wish of the King.

Their Majesties and the entire royal party seemed to thoroughly enjoy the performance. The Queen was in continuous laughter at some of the turns and the King applauded generously throughout the evening. The whole party was in high spirits and craned their necks to catch every detail of the show. The programme consisted of twenty-five turns and lasted from 8:10 to 11:30. The performance closed with a crowd of over one hundred variety artists named on the stage singing "God Save the King," the audience joining in the singing and cheering the royal party as they left the theatre.

Among those who took part in the performance were Harry Lauder, Harry Tate, Clive Mayne, Vesta Tilley, Alfred Lester, Mrs. Pavlova, Cecelia Loftus, Arthur Prince, Charles Aldrich, Fanny Fields, David Devant and Paul Cincovegli.

The following was the programme: Harry Lauder, song, "Roaming in the Glen"; Harry Tate, sketch, "Motoring"; Fred. Farrer and Miss Ada Clapp, dance from the Empire Revue.

Little Tich, as "The Gamekeeper," finishing with his famous foot dance.

Miss Clive Mayne, song, "I'm Longing for Some One to Love Me."

Miss Pavlova, dance and song, "The Spirit of the Waves."

George Robey, as "The Mayor of Muddyside."

Miss Vesta Tilley, songs, "Ally," "Mary and John" and "Jolly Good Luck to the Girl Who Loves a Soldier."

Alfred Lester, sketch, "The Village Fire Brigade."

Miss Pavlova, dances, "Le Cygne" and "Valse Caprice," and a new dance.

Miss Cecelia Loftus, imitations of other artists in the programme.

The Palace Girls, dance scene, with a Wedgwood set.

Walter Bard, as "The Night Watchman," Arthur Prince, ventriloquist, with his sailor boy "Jim."

Messrs. Pixifax and Paulo, Humpstern, "The Accusation," clown.

David Devant, illusion.

Charles Aldrich, "clock change" characters and juggling.

Paul Cincovegli, billiard ball balancing.

Mrs. Fanny Fields, songs and dance, "Happy Little Dutch Girl."

G. H. Churchill will play the bagpipes and mandolin and sing.

The other items include Boganny's acrobats in "Fun in an Opium Den"; Barclay Gammon at the piano, overture by the Palace Theatre orchestra under the direction of Herman Finck, and half way through the programme a selection of topical airs.

Command performances of plays are by no means uncommon, but now for the first time the variety theatre has been honored by the reigning sovereign. It would be curious to know what the King and Queen really thought of the turns presented. The songs, excerpts from which we give below, are not without value as indicating the standard of humor and literary merit which wins acceptance, thanks largely to the singer sometimes, in the variety halls.

We say sometimes because there are many instances in which the singer owes as much to the song as the song to the singer.

Miss Vesta Tilley is inimitable in "Jolly Good Luck to the Girl Who Loves a Soldier." Her smart, trim figure in a sergeant's uniform, her swagger, her smile, her sideling look, her masterly handling of the cane are studied from life and the reproduction of the smart non-com, a first favorite with the ladies, is a masterly piece of impersonation, and she made every point in the following words by Fred W. Leigh and the catchy tune by Kenneth Lyle:

Find the military man who's really worthy of the name,
He's never behindhand when duty's to be done;
He's the fellow that you can trust to try and win the game.

Whatever the prize waiting to be won,
He'll get it, and the girl who loves a soldier,
For the fact made plain every day,
When you see them strolling by a soldier's side,
Could ever be more proud than they?

(Chorus)
Jolly good luck to the girl who loves a soldier,
For the fact made plain every day,
When you see them strolling by a soldier's side,
Could ever be more proud than they?

Always do courtesy everywhere,
Jolly good luck to the girl who loves a soldier,
For the fact made plain every day,
When you see them strolling by a soldier's side,
Could ever be more proud than they?

Don't think I'm a hero from the wars, because I'm not,
But nevertheless I've faced powder, don't you see,
And been in some engagements, too, and some were doubtful too.

For one of the girls really captured me,
I was so much in love I nearly lost my head,
Well, I could call myself a married man,
For some other girls had equal claims.

The wonderful veteran, G. H. Churchill.



MISS HARRIET QUIMBY, THE AVIATOR, WHO WAS KILLED YESTERDAY.

who is known to audiences by "The Blind Boy," rendered that song with sympathy. The words are by J. Lee and the tune by G. W. Moore, the symphonies and accompaniments being by J. Lee and Holbrook, whose new opera, "The Children of Don," is the big musical event of the season. The song follows:

I am but a poor blind boy,
Still my heart is full of joy,
Though I never saw the light,
Or the flowers they call so bright,
I can hear the sweet bird sing,
And the wind here on the wing,
Bird and bee and summer wind
Sing to me because I'm blind.

(Chorus)
They love me, yes, they love me,
And to me they are so kind,
They love me, yes, they love me,
Because I am blind.

With my finger I can trace
Every line of mother's face,
Off her smile upon my beams,
I can see it in my dreams,
Father takes me on his knee,
Brothers hold me so kind to me,
Sister's arms are round me twined,
Kisses me because I'm blind.

BRITISH WARSHIP IN PERIL.

Lyddite Shell Drops to Floor of
Thunderer's Magazine.

Special Cable Dispatch to The Sun.
LONDON, July 1.—The crew of H. M. S. Thunderer, now at Plymouth, recently had a narrow escape while placing ammunition in the magazine.

A fully charged lyddite shell slipped from a sling and fell from the upper deck to the floor of the magazine, a distance of thirty feet. The men in the magazine as well as those on the deck scattered, but luckily there was no explosion. The only damage was a slight dent in the shell.

WILL REVIEW GRECIAN FLEET.

King Goes to Manoeuvre—New
Warships Ordered.

Special Cable Dispatch to The Sun.
ATHENS, July 1.—King George embarked on the royal yacht to-day en route for Volo to witness the manoeuvres of the fleet. Premier Venizelos and the Minister of Marine will both be present.

The Government has placed an order with the Vulcan yards at Stettin, Germany, for two destroyers and six torpedo boats.

ACQUIRES A FRENCH PLAY.

Frederick Townsend Martin Gets
Another "Easiest Way."

Special Cable Dispatch to The Sun.
PARIS, July 1.—Frederick Townsend Martin has acquired the American rights of "Rena Sauvage" by Antony Mars and Mme. Camille Clermont, which is now being played at Rejane's Theatre. Mr. Martin will translate and adapt the play, which is on the lines of "The Easiest Way," and will make it thoroughly American. He will go to London to-morrow.

STOREE WAS INTERESTED.

Chicago Convention Proceedings
Made Mighty Good Reading.

Special Cable Dispatch to The Sun.
PARIS, July 1.—Mr. and Mrs. Hellamy Storer, who have been visiting their daughter, the Marquise de Chambard, left for Switzerland to-day. Asked what he thought of the work of the Chicago convention, Mr. Storer replied, smiling that he "found the record of the proceedings and achievements mighty interesting reading."

CHINA WANTS ONLY \$50,000,000.

Makes Counter Proposal to Six
Power Group of Bankers.

Special Cable Dispatch to The Sun.
PEKING, July 1.—China has made a counter proposal to the six Power group of bankers. Following the republic's absolute refusal to accept the terms of the \$300,000,000 offer, China has asked simply for a \$50,000,000 loan.

Servia's Premier Dies Suddenly.

Special Cable Dispatch to The Sun.
BELGRADE, Servia, July 1.—Prime Minister M. G. Milovanovic, who also was Minister for Foreign Affairs, died suddenly to-day.

Premier's Son Robbed in Car.

SAN FRANCISCO, July 1.—C. H. Laurier, who says he is the son of Sir Wilfrid Laurier, former Premier of Canada, reported to the police to-day that he had been robbed of \$400 early Sunday morning while seeing the sights with an acquaintance made in a street car. Laurier arrived Saturday from Seattle. His acquaintance disappeared.

HARRIET QUIMBY KILLED BY FALL

Continued from First Page.

they were encrusted in mud, into which they had been embedded when they sank into the shallow bay. Nearly all the clothes of each had been torn and great black bruises revealed serious injuries. Both bodies were crushed.

Harry Willard, a younger son of the deceased, was among the first to reach the edge of the grounds. He tried to leap into the bay, but a dozen strong hands sustained him.

He pulled his hair from his head in his wild frenzy. Lincoln Beachey was among those who helped to hold him. Miss Scott was the first to see the body, and she rushed to the aid of the fallen aviator.

Several times it appeared as though she were about to plunge down. Finally she summoned all the courage she had in reserve and came to earth in a beautiful swoop. Many rushed toward her and when they arrived they found an unconscious woman.

She was revived at the field hospital and there is no doubt as to whether she will ever fly again.

When the accident occurred Miss Quimby was making between 75 and 100 miles an hour. She flew high well down the bay, as she had done in her cross channel flights. A later examination of the aneroid barometer in the plane revealed that at one time she had been as high as 5,000 feet above the surface of the water.

Coming back over Squantum Point it was seen that she was gradually rising to a lower level, and when she went over the line for the first circuit of the field she was about 1,500 feet in the air. Around the field she swooped, making a series of loops, and the nose pointed earthward, and then like a shot from a cannon Willard was hurled out over the motor with both hands outstretched in the manner of a diver. He started downward at a frightful rate of speed, and a second later Miss Quimby followed.

Before the time for the flight arrived Miss Quimby and Manager Willard were standing in the centre of the field surrounded by a group of aviators, and friends, among whom were Lincoln Beachey, Leo Stevens and Miss Helen Vanderbilt, a friend of Miss Quimby's. Miss Quimby and Willard jokingly referred to the coming trip. Willard spoke of his two pounds of weight and there were some who in a joking mood remarked that it was too much for the machine. As much in a manner of jest as anything else, Miss Quimby and Willard shook hands and both climbed into the cockpit of the machine. Miss Quimby to the operator's seat and Willard to that used for the passenger just behind her.

Lincoln Beachey, Charles Hamilton, Earle L. Ovington, Phillips Page and other aviators were holding back the crowd while the machine started. Miss Quimby was in the effort to get it going safely. They failed in the first effort and a rest was taken. Somebody referred to the possibility of a landing on the harbor and Miss Quimby said:

"A water landing is all right in a first, unless you come down head first. In that case you would have a very heavy landing. The machine deep into the water and sink it. But if we come down in a safe manner the broad wings would float for two hours and every one of us would reach us in that time. But I am a cat and I don't like cold water."

The aviators decided to ignore the Aero Club of America and to fly just as they pleased at the meeting regardless of the orders of the executive council of the club. The Aero Club has refused to sanction the flight, and to fly just as they pleased at the meeting regardless of the orders of the executive council of the club.

The aviators and their representatives met at Hotel Locomotive after dinner. A discussion of more than an hour concluded to remain at the Boston meet and to enter any or all of the contests on the program and to make new ones which have not been scheduled.

MISS QUIMBY URGED TO QUIT.

Said She'd Stop Flying When She
Had Paid for Aeroplane.

Miss Quimby was born at Arroyo Grande, California, on May 1, 1884. Her parents having moved to Santa Ana, California, while still in her teens she began to write for newspapers in San Francisco and made several trips abroad for various publications. In New York she had been engaged as dramatic critic on *Leads Weekly* besides contributing to other departments.

Miss Quimby was the first American woman to fly for a pilot's license. In May of last year she became a pupil in the Moisant school at Mineola, L. I., and made her qualifying flights on August 2. She not only fulfilled the requirements, but set up a world's record for accurate landing with a monoplane. After receiving her degree she made exhibition flights in the United States and subsequently in Mexico.

It was her boast that she had never had an accident in the air, and by her skillful driving she had been able to cope with perilous situations on several occasions. While flying in Mexico a heavy west wind out of commission at a height of 150 feet in a cross wind, she landed. By accurate calculations she managed to glide over buildings and other obstacles to a safe spot.

Miss Quimby always maintained that a flying machine was as safe as an automobile as long as one was careful. In and automobile, she said, one must make sharp twists and turns, while in the air it is necessary to be on the alert for treacherous air currents. Fear she always claimed was the parent of accident, and she said any one who began to lose confidence should at once give up flying.

Her most notable achievement was a flight across the English Channel from Dover to Hardelet, France. She was the first woman to pilot a machine over this perilous course. On the morning of April 16 when she left the aerodrome at Dover there was a big crowd to witness the start. Some having remained over night.

Gustave Hamel, the English aviator, who had left Miss Quimby the use of the "Victor" Hotel in this city. She is survived by her aged parents. Her father was so opposed to her flying that he only saw her once and that was at the Richmond aviation fair.

A few days before leaving for Boston Miss Quimby was dining with a friend at the Hotel in this city. She is survived by her aged parents. Her father was so opposed to her flying that he only saw her once and that was at the Richmond aviation fair.

It was suggested that she had never had an accident and Miss Quimby said: "Don't say that, it might bring me bad luck. I am always knocking on wood for fear some thing will happen."

On her last flight before going to Boston Miss Quimby carried a passenger at the Mineola aerodrome.

This is the fourth woman to meet death in an aeroplane accident. A few weeks ago Mrs. Julia Clark, another woman pilot, was killed at Springfield, Ill. The other two were Miss Margaret Moore, an American girl, who was killed near Paris, and Miss Suzanne Bernard, a French aviatrix.

Miss Quimby's parents left their Washington Heights home last night for Boston to take charge of their daughter's body.

W. A. P. Willard was a widower, with two daughters. The elder son, Charles Foster Willard, is well known in aviation circles. The younger son, Harry, acted as assistant manager to his father in the present aviation meeting. The daughter is Mrs. W. H. Greer of 501 West 146th street. The dead man had been connected with every aviation meet held in Boston. In the last two years he had charge of the Chicago and New York aviation meetings and in the main year assumed the management of the meet.

AVIATION ADDS TO TOLL.

Spanish Officer Killed—German Dies
From Injuries.

Special Cable Dispatch to The Sun.
MADRID, July 1.—Capt. Rayo, the first Spanish officer to fall a victim to the perils of aviation, died last night from injuries sustained in his fall on June 29, when he was executing figure eights in mid-air.

ALTONA, Prussia, July 1.—Benno Koenig died to-day from injuries he sustained yesterday when he made a violent landing in a clump of bushes during the North-west aviation race of 425 miles, which was resumed yesterday after having been postponed on June 2 owing to the deaths of Albert Buchtaetter, a well-known German aviator, and his passenger, Lieut. Stille of the German Army.

Visit America's Only Geyser-land

Visit Yellowstone Park, America's only geyser-land, through
Gardiner Gateway, the Official Entrance—reached only via the
Northern Pacific Railway.

Make the Park stage tour over the route that permits you to
see all the sights with minimum of effort and utmost of comfort.

Season: Until September 15

Take the line with daily sleeping car service from Chicago, St. Paul, Minneapolis, Duluth, Superior, St. Louis, Kansas City, Omaha, Denver, Portland and Puget Sound direct to Gardiner station.

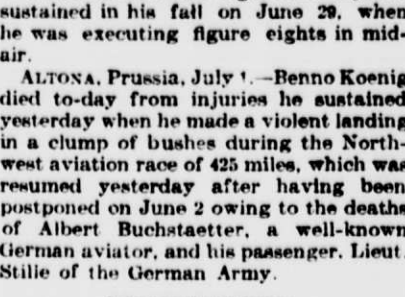
Summer Tourist Park to Yellowstone and the Pacific Northwest daily. Low rates for one, two, three and five day trips through the Park.

Light daily through electric-lighted transcontinental trains, west and east-bound over the Northern Pacific, with famous dining car service. Route of the "Great Big Baked Potato." Ask for free descriptive literature and rates of fare for through tickets.

Visit Rainier Park, Mt. Rainier—Tacoma, Paradise Valley and the delightful Puget Sound Region: Seattle, Tacoma, Olympia, Everett, Bellingham, Victoria, Vancouver.

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